City of Seattle

Department of Planning and Development
D. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3012716

Applicant: Jake Lebaire

Address of Proposals: 6520 High Point Drive Southwest

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 35 unit residential development consisting of 21 structures. Project includes 18 townhouse units in four buildings (two five-unit and two four-unit structures) and 17 single family dwelling units. Townhouse parking will be provided within the structures (parking for 18 vehicles) and the single family parking will be provided in detached garages (two one-car, five two-car, and one five-car detached garages for a total of 17 parking spaces). Final Environmental Impact Statement dated September 24, 2004 was prepared by Seattle Housing Authority.

The following approvals are required:

Administrative Design Review – Chapter 23.41 Seattle Municipal Code

SEPA - To approve or condition pursuant to Seattle's SEPA policies. Chapter 25.05.600, Seattle Municipal Code. (Environmental documents, EIS, prepared by Seattle Housing Authority)

SEPA DETERMINATION: ☐ Exempt* ☐ DNS ☐ MDNS ☒ EIS*

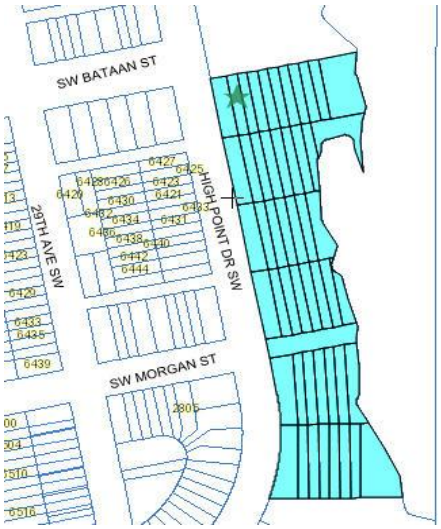
☐ DNS with conditions

☐ DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

*The project was contemplated and reviewed in the Final Environmental Impact Statement (2002) and Addendum for the entire High Point Revitalization Plan, Seattle Housing Authority 2003.

Vicinity and Site

The site is located at 6520 High Point Drive Southwest in the High Point Community in West Seattle. A series of private access easements have been mapped and created as part of this development. The site is vacant, irregularly shaped and fairly flat until the eastern border which begins a steeply sloped descent to the east. There are curbs, gutters and sidewalks in the development. The property is zoned Lowrise Three (LR 3)and Lowrise One (LR1) in a large residential area of High Point.



The property is Block 24 within the High Point Community Plat. The project is in West Seattle and is part of a full redevelopment of the High Point community with a nearby clinic and library. The developer is working with the owner Seattle Housing Authority.

Road improvements and utilities around the perimeter of the site have been completed as part of the original street improvement plan for the High Point Community with the exception of sidewalks and landscaping along two street frontages. These improvements will be completed after building construction in partnership with the Seattle Housing Authority.

The High Point Design Book 2006 is the design authority for this project as part of the original master plan.

This site was part of a larger contract rezone (MUP No. 2105600 Permit No. 736346) & related subdivision (MUP 2202170 Permit No. 736347) which included certain large scale site planning requirements such as retention of important trees, reduced roadway paving widths, natural drainage system and general design based structure siting.

A High Point specific Design Book was created by the High Point Development Team (SHA), City of Seattle, Design Consultants (Mithun Architects, Streeter and Associates Architecture, SVR Design Civil Engineering, Nakano Associates Landscape Architecture and the Seattle Housing Authority Board of Commissioners. The Design Book contains very detailed Design Standards for each block and also general architectural, landscape and drainage design guidelines. Copies of these documents are on file at SHA and DPD. The Design Book was drafted by SHA to 1.) Clearly illustrate to builders SHA's expectations for acceptable design; 2.) To provide residents, neighbors and interested parties information about the intent of the built character of for sale homes in High Point before construction; and 3.) To consolidate the efforts of DPD's Design Review and SPU's Natural Drainage Design in conjunction with market and consumer preferences. The Design Book is updated as necessary to reflect changes in design and the evolution of the site as a whole.

PROPOSED PROJECT

The proposed residential housing project has been designed to reflect the redevelopment goals of the High Point Community, as stated in the High Point Design Book, through a collaborative effort with the Seattle Housing Authority.

The proposal is for 35 unit residential development consisting of 21 structures. Project includes 18 townhouse units in four buildings (two five-unit and two four-unit structures) and 17 single family dwelling units. Townhouse parking will be provided within the structures (parking for 18 vehicles) and the single family parking will be provided in detached garages (two on-car, five two-car, and one five-car detached garages for a total of 17 parking spaces).

DESIGN DEVELOPMENT

The proposed residential housing project has been designed to reflect the redevelopment goals of the High Point Community as stated in the High Point Design, through a collaborative effort with the Seattle Housing Authority. Design development reflects the influence of the City of Seattle Design Guidelines, the High Point Design Book and SHA.

PUBLIC COMMENTS:

The Department of Planning and Development did not receive public comments.

PRIORITIES AND RECOMMENDATIONS:

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the DPD Planner provided the siting and design guidance described below and identified by letter and number those siting and design guidelines found in the City of Seattle's *"Design Review: Guidelines for Commercial and Mixed Use Buildings"* of highest priority to this project.

As part of the early design guidance process the applicant asks the Department to consider departures from the modulation requirements to better help the proposal meet priority design guidance.

A Site Planning

A-1 Responding to Site Characteristics. The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

The design appears to be integrated into the street system established for the High Point community.

A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.

Some of the single family houses face onto High Point Dr SW. Other single family homes and the townhouses front onto pathways connected to High Point Dr. SW.

A-4 Human Activity. New development should be sited and designed to encourage human activity on the street.

The Design Handbook establishes a network of pathways, sidewalks and small parks abetting community activity.

A-5 **Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

A-6 **Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.**

The proposal appears to adequately meet this guidance.

A-7 **Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.**

A-8 **Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.**

Generous alleys and garages are separated from the pathway system enabling pedestrians and vehicles to coexist.

A-10 **Corner Lots. Building on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.**

B. Height, Bulk and Scale

B-1 **Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.**

The proximity of the proposed townhouses and the single family houses appears quite commodious.

C. Architectural Elements and Materials

C-1 **Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**

The High Point Design Book provides a template that establishes an architectural context.

C-2 **Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.**

The proposal meets this guideline.

C-3 **Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.**

C-4 **Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.**

C-5 **Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.**

Garages are oriented toward the alleys.

D. Pedestrian Environment

D-1 **Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.**

The EDG packet does not contain a lighting plan.

D-2 **Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.**

D-3 **Retaining Walls. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.**

D-5 **Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.**

D-6 **Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

D-7 **Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

D-8 **Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.**

The alleys appear capacious. The driveways and alleys, if they aren't already designed this way, could be made with pervious materials to augment's the site's sustainable features.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

The landscape design detaches itself from the heavily forested area to the east.

MASTER USE PERMIT (MUP) SUBMITTAL

The Master Use Permit was submitted to DPD on December 15, 2011.

Site Planning

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

The applicant did not attempt to reduce the width of the alleys or the sizes of the garages. The 20' alleys seem more generous or wider than the amount of traffic that will use them.

C. Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

The High Point Design Book provides a template that establishes an architectural context. The proposed design of the houses and the townhouses resembles the other built projects in the High Point neighborhood.

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

The design overstates the notion of consistency for the proposed development.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

D. Pedestrian Environment

D-1 <u>Pedestrian Open Spaces and Entrances</u>. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

All units will have covered entries with porch lights.

D-6 <u>Screening of Dumpsters, Utilities, and Service Areas</u>. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

Trash will be stored in the garages.

D-7 <u>Personal Safety and Security</u>. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

D-8 <u>Treatment of Alleys</u>. The design of alley entrances should enhance the pedestrian street front.

The applicant has elected to pave the alleys consistent with other projects rather than make use of pervious materials to augment's the site's sustainable features.

E. Landscaping

E-3 <u>Landscape Design to Address Special Site Conditions</u>. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

By detaching the landscape from the heavily forested area to the east, the applicant has attempted to create unobstructed views to the forested area to the east.

<u>DIRECTOR'S ANALYSIS ADMINISTRATIVE DESIGN REVIEW</u>

The High Point Design book anticipated development similar to the development proposed in this application. The Administrative Design Review program is the agreed upon vehicle for the regulating body, the City of Seattle, the owner and the applicant to use to verify that the original Design book direction is followed with some room for variation.

The site is conducive to the proposed housing and parking configurations. The size, location on the lot, parking access and yards are appropriately similar to the High Point design book.

Recommendations: The recommendations summarized below were based on the plans and models date stamped February 7, 2012. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available February 7, 2012. After considering the site and context, hearing

public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, Design Review staff recommended APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

DEVELOPMENT STANDARD DEPARTURES

DPD's recommendation on the requested departure(s) are based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure(s).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMEND-ATION
1. Modulation. SMC 23.45.012 (Buildings #1 & 20).	Maximum width equals 40'	42' with no principal entrance at first floor facing High Point Dr. Two upper floors are 39'9 ½" wide.	▪ Structure has a deep entry porch and other modulation on the façade.	Approval
2. Modulation. SMC 23.45.012 (front façade single family building #10)	Maximum width of side façade is 40'	Building #10: ground floor complies (39'6"), the second floor is 41'	▪ The 2nd floor steps back at the corner providing horizontal and vertical articulation at a prominent corner.	Approval
2. Modulation. SMC 23.45.012 (front façade single family building #11)	Maximum width of side façade is 40'	Both floors are 46'6" wide.	▪ At the corner, each floor steps back by 2'.	Approval
3. Modulation. SMC 23.45.012C Interior façade for Single Family units	Modulation required for interior façade over 40'.	Building Type 2040: Upper floors are 41' and 42' wide depending upon the interior façade.	▪ Articulation of the façades used to create differentiation.	Approval
4. Modulation. SMC 23.45.012C Interior façade for Single Family units.	Modulation required for interior façade over 40'.	Building Type 2060: Lower and upper floors are 46'6".	▪ Articulation of the façades used to create differentiation.	Approval
5. Setback SMC 23.45.014A. Front setback.	Front setback is the average setbacks of the first principle structures on either side. If no structures with 100', the setback depth should be 10'	Setback proposed for Building #20 is 7'10".	▪ Adjacency to a wide public open space.	Approval
6. Side Setback 23.45.014C	Side yards have a 5' setback requirement.	Building # 7 encroaches into the required setback by 1'5". 43% of the façade conforms to the setback.	▪ The irregular property line juts in toward the site close to Building # 7.	Approval

7. Structure Depth. SMC 23.45.011A	Maximum building depth is 65% of lot.	Buildings #1 & 2 exceed maximum requirement by 65' Buildings #20 & 21 exceed by 34.4'.	▪ Adjustment to oddly shaped lot. ▪ Plan is consistent with the High Point master plan.	Approval
8. 23.45.014F.2.a Projections into Required Setbacks.	Unenclosed decks may project a maximum of 4' into the required front setback provided that they are a minimum of 8' from the front lot line in L4 zone.	Buildings 18 and 19 project 2'6" and 7" into the front yard.	▪ This provides a larger back yard and greater distance from Building # 16.	Approval

DECISION - DESIGN REVIEW

The Department approves the design as proposed. Conditioning is appropriate to ensure all elements are carried through the construction phase of the project.

ANALYSIS - SEPA

This site was part of a larger contract rezone (MUP No. 2105600 Permit No. 736346) and related subdivision (MUP 2202170 Permit No. 736347) which included certain large scale site planning requirements such as retention of important trees, reduced roadway paving widths, natural drainage system and general design based structure siting.

The potential impacts from this project were disclosed and analyzed in the *Final Environmental Impact Statement* (2002) and *Addendum* for the entire High Point Revitalization Plan, Seattle Housing Authority 2003. The information in the environmental documents, supplemental information provided by the applicant (plans, further project descriptions), and the experience of DPD with review of similar projects form the basis for this analysis and conditioning decision wherein substantive SEPA conditioning will be considered and imposed as warranted.

Short-Term Impacts

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires debris to be removed from the street right of way, and regulates obstruction of the sidewalk. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures and life safety issues. And, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with the larger development were outlined in the EIS and appropriate mitigation was identified through a requirement for a comprehensive Construction Mitigation Plan.

No changes to the street system are proposed as part of the project, or would necessarily result from the proposed action. Therefore, no change in impacts or any significant adverse impact is identified. Conditions six (6) from Seattle City Council #305400 and MUP # 2105600 are applicable to this project. Include the Construction Mitigation Plan (CMP) as required by the SEPA conditions of Seattle City Council #305400 and MUP # 2105600.

Long-Term Impacts

Consistent with the EIS no SEPA conditioning of long term impacts is warranted.

CONDITIONS - DESIGN REVIEW

For the Life of the Project

1. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce Rips, (206) 615-1392).

2. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all Building Permit drawings.

CONDITIONS - SEPA

Prior to Issuance of any Construction Permits

3. *"Provide a Construction Mitigation Plan (CMP) to DPD at the time of building permit for related construction permits. The plan will consist of items listed under subparts # 3-11 (italicized) below. The CMP must be approved by DPD in consultation with Seattle Department of Transportation prior to commencement of any demolition, grading or construction activity. The CMP shall be one comprehensive document that can be easily referenced and maintained throughout the construction process by contractors and subcontractors, and available to the public at the project site.* Based on City Council conditions #305400:

    a. A detailed description of the demolition and construction phasing/schedule.

    b. SHA shall coordinate with the Police and Fire Departments in identifying methods to prevent arson or other criminal activity during the period between vacation of the units and actual demolition of the units.

    c. Demonstration of compliance with federal, state and regional regulations to ensure that impacts are adequately addressed by such regulations or permits, and how such measures can be achieved. Permits from the following agencies must be provided: state Department of Ecology; PSCAA; and a NPDES permit from the appropriate agency.

4. *An air quality mitigation plan to mitigate impacts from fugitive dust, and consisting of the following:*

- *Spraying exposed soil with water to reduce PM-10 emissions and deposition of particulate matter.*
- *Covering exposed soil during grading and pre-seeding periods to reduce deposition of particulate matter.*
- *Covering all trucks, transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck) to reduce PM-10 and deposition of particulate during transportation.*
- *Providing wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roads.*
- *Removing mud deposited on paved, public roads to reduce particulate matter on area roadways.*
- *Routing and scheduling construction trucks so as to reduce delays to traffic during peak travel times and to reduce secondary air quality impacts caused by a reduction in traffic speeds while drivers wait for construction trucks.*
- *Requiring appropriate emission-control devices on all construction equipment powered by gasoline or diesel fuel to reduce emissions in vehicular exhaust.*
- *Planting vegetation as soon as possible after grading to reduce windblown particulate in the area and/or retaining as much existing vegetation as practicable.*

5. *A noise mitigation plan to mitigate impacts from noise to contain the following:*

- *The applicant will be required to limit periods of construction to between the hours of 7:30 a.m. and 6:00 p.m. during weekdays and on Saturdays to between the hours of 9:00 a.m. and 5:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.*
- *Construction activities which generate the loudest noise shall be performed during the weekday hours. Identification of the type of construction activity that will occur between the hours of 9:00 a.m. to 5:00 p.m. on Saturday needs to be disclosed. No work, deliveries or otherwise will be allowed outside of the designated Saturday hours.*
- *Commitments and proposals to prohibit back-up alarms on vehicles and equipment, (utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise must be included in the plan.*
- *The applicant shall publish a periodic construction newsletter (at least quarterly) showing expected dates for specific operations, especially those which would interrupt or slow traffic movement, be especially noisy or disrupt any utility service.*
- *The mailing list for the newsletter shall include all addresses within 300 feet of the site and affected City departments, including DPD, Department of Transportation, Police Department, Fire Department, and Neighborhoods, as*

well as community members and organizations who ask to be notified of construction activities. The meeting time and place shall be well-publicized, using at a minimum the same mailing list as above, giving at least 14 days notice of the meeting.

- *The approved plan shall be available at the site for the duration of construction.*

6. *A stormwater Pollution Prevention Plan to mitigate water quality impacts.*

7. *A Temporary Erosion and Sediment Control Plan to mitigate water quality, including all tree protection measures detailed as conditions in the approved Subdivision (DPD 2202170).*

8. *A Spill Prevention Control and Countermeasures Plan to mitigate water quality impacts.*

9. *Transportation Construction Mitigation Plan to mitigate traffic and parking impacts consisting of the following:*

    - *Identification of temporary street closures;*
    - *Identification of detour routing to ensure adequate accessibility to remaining older housing units and new constructed units within High Point, including any potential impacts on existing residential units on adjacent streets not subject to this redevelopment;*
    - *Identification of staging areas and haul routs. Hauling between 4:00 p.m. and 6:00 p.m. shall be minimized.*
    - *Identification of parking locations for construction workers. Construction workers shall park on-site or off-site in designated remote parking lots. Provide shuttle buses for construction workers between the job site and any remote parking sites.*

10. *An appropriate mitigation must be determined and provided in a construction rodent impact mitigation plan (CRIMP) and provided to DPD*

11. *A Tree Preservation Plan which can be fulfilled through the tree plan required by Hearing Examiner decision MUP-02-051(SD) shall be developed in conjunction with the Temporary Erosion and Sedimentation Control Plan.*

<u>During Construction:</u>

12. (Conditions seven (7) from Seattle City Council #305400 and MUP # 2105600 are applicable to this project*).*

13. The following condition(s), to be enforced during construction, shall be posted at the site in a location visible and accessible to the public and to construction personnel from the street right-of-way. Conditions shall be posted at both abutting streets. The conditions shall be printed legibly on placards available from DPD, shall be laminated with plastic or other weatherproofing material, and shall remain in place for the duration of construction.

The owner(s) and/or responsible party(s) shall comply with the construction mitigation plan. A copy of that plan must be kept on-site.

(from related Council SEPA decision)

14. *The applicant will be required to limit periods of construction to between the hours of 7:30 a.m. and 6:00 p.m. during weekdays and on Saturdays to between the hours of 9:00 a.m. and 5:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.*

15. *Construction activities which generate the loudest noise shall be performed during the weekday hours. Identification of the type of construction activity that will occur between the hours of 9:00 a.m. to 5:00 p.m. on Saturday needs to be disclosed. No work, deliveries or otherwise will be allowed outside of the designated Saturday hours.*

- *Commitments and proposals to prohibit back-up alarms on vehicles and equipment, utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise must be included in the plan*

16. (Conditions six (6) from Seattle City Council #305400 and MUP # 2105600 are applicable to this project*).*

Signature: (signature on file) Date: April 2, 2012
Bruce P. Rips, Senior Planner
Department of Planning and Development

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